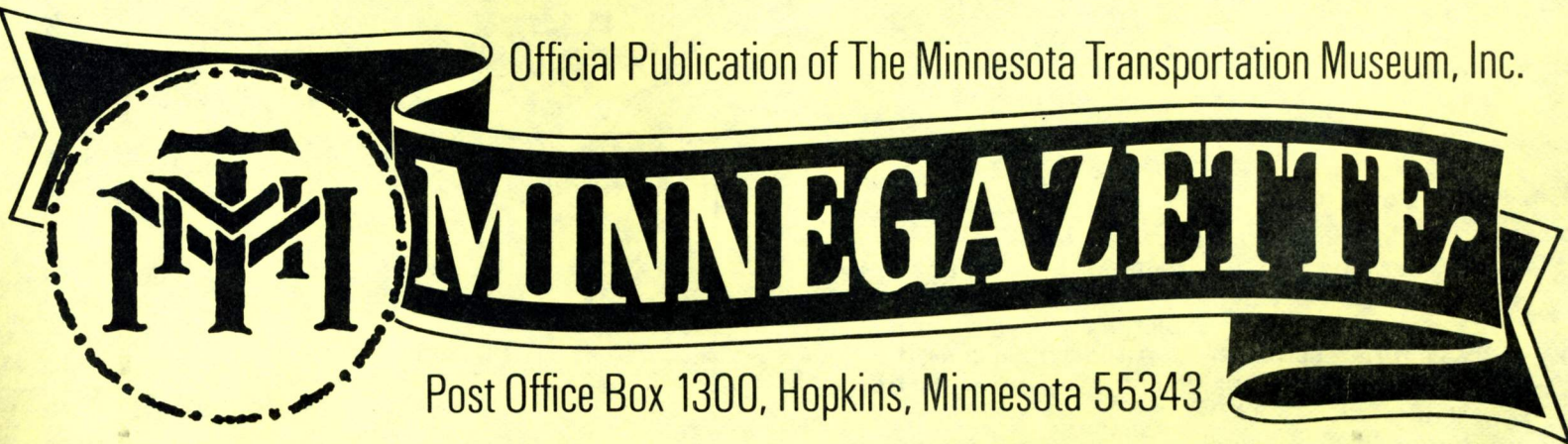


Official Publication of The Minnesota Transportation Museum, Inc.



Post Office Box 1300, Hopkins, Minnesota 55343

PAGE 2

Car No. 1300 brings in another load of MTM picnickers to the new car barn on Sunday, October 14 for the 3rd Annual Streetcar Company Picnic.
(photo by Loren Martin)

We are a little closer to getting a railroad operating site. As you know, several of us MTMers have been working with businessmen and shippers in Le Center to preserve their railroad connection to the world. A common carrier, the **Le Center Terminal Railway Company**, has been incorporated to buy the 10.2 mile line from the Milwaukee Road and to provide freight service. MTM will have perpetual trackage rights over the line under an agreement which we will have to work out.

The Le Center Terminal Railway has petitioned the Interstate Commerce Commission (ICC) to stay its abandonment order for six months, and the ICC has granted that request. This means that MTM and the Le Center Terminal, working in cooperation, will have until May 1, 1980, to negotiate a purchase. During that time, the Milwaukee Road is prohibited from selling the line to another buyer, and from lifting the rail.

We will need lots of money to make it work, and several MTMers already have generously offered to provide funds. There is a chance that federal money under the 4R Act may be available to buy the railroad. If it is not, then we will need all the money we can raise to get the operation started.

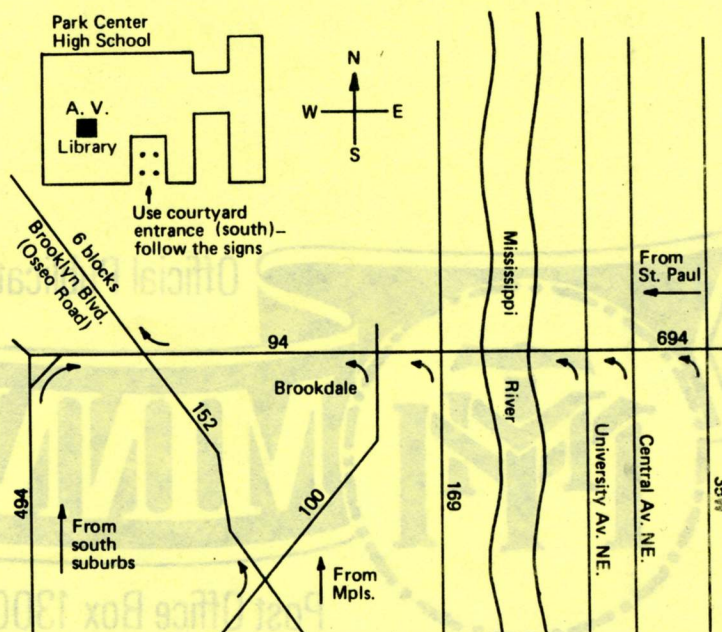
I think this project has a good chance of success, but it is too early to assume that it will be a sure thing. It will be the biggest project we have ever undertaken, and it will require large responsibilities of all of us. I hope you will give it some serious thought and call Frank Sandberg or me to talk it over if you wish.

The next general membership meeting is at 8:00 pm on Tuesday, December 4 at Park Center Senior High School, 7300 Brooklyn Blvd. (Hwy 152) in Brooklyn Park. The meeting will be in the Audio-Visual library.

Mike Buck will put on a dazzling audio-visual presentation for the membership during the entertainment portion of the program. Highlights include:

- Videotape of "Streetcar Day" on June 17, 1979,
- "Last of the Giants" - a Union Pacific film of the Union Pacific Big Boy locomotive,
- "North Coast Limited" - a 1937 color film of a steam ride from St. Paul to Portland, Oregon on the Northern Pacific Railroad,
- "The Princess" - slide show of Minnehaha Depot,
- Multi-image slide shows (3 screens, 9 projectors) of:
 1. Milwaukee Road - the Hiawatha, 1936 style (56 slides - 2½ minutes)
 2. Norway - A Remembrance (517 slides - 14½ minutes)
 3. Montana's Mountain Majesty (271 slides - 8 minutes)
 4. Special showing - before the meeting only - beginning at 7:00 pm -
 1. "A South Pacific Paradise" - Bora Bora and Moorea, Tahiti (579 slides - 16 minutes)
 2. "A Hawaiian Experience" (417 slides - 13 minutes)

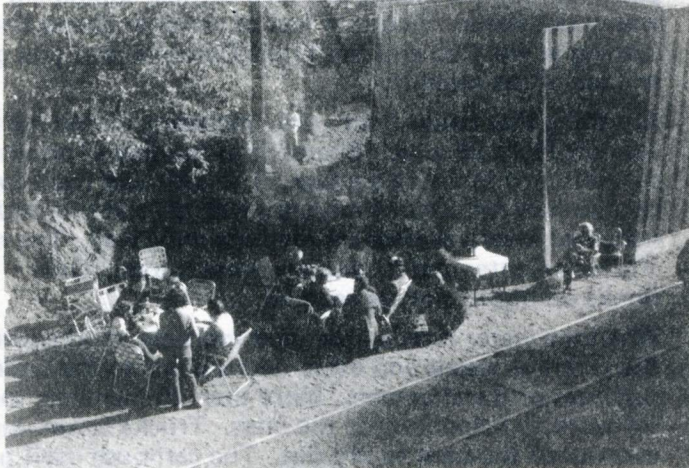
Coffee, cookies, a P.A. system, free parking, and easy access to highways is provided along with a friendly welcome. Use this handy map to get to the school.



STREETCAR COMPANY PICNIC

After a week of cold and threatening weather, the day of Sunday, October 14 dawned sunny and mild as over 125 MTM members and family turned out for the 3rd Annual Streetcar Company Picnic at Lake Harriet. This picnic is the cap to the nearing end of another successful operating season of the Como-Harriet Streetcar Line.

True to the old-fashioned flavor of the picnic, most of the members arrived at the picnic site by streetcar rather than walking in. For a while it seemed that more people were boarding and alighting No. 1300 at the carbarn than at the regular stop at Lake Harriet Station.



The center of interest at the picnic this year was the just-completed second carbarn which was thoroughly inspected by all. Inside the new barn, Herb Pinske played old-time music, a model trolley was in operation, MTM's sound and slide show was playing, the food table was set up, and no one fell into the inspection pit.



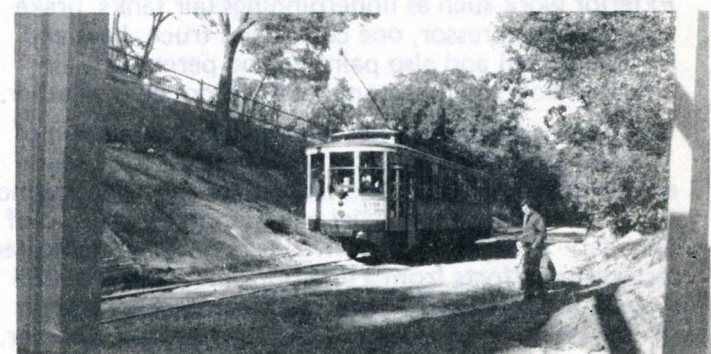
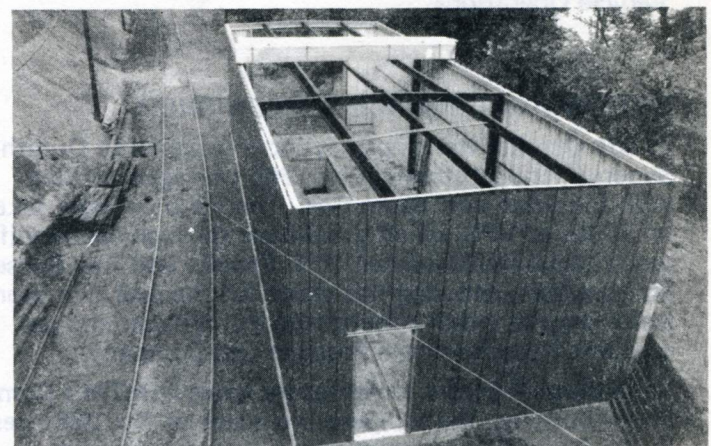
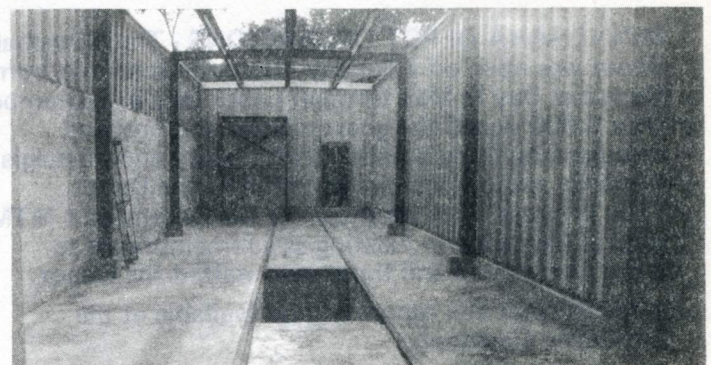
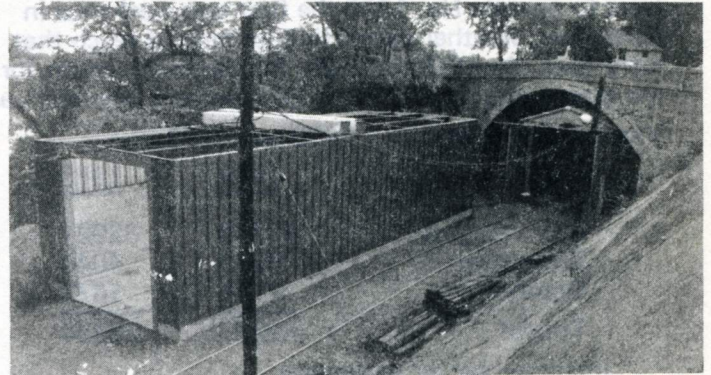
Master chef Scott Heiderich managed to keep *most* of the hamburgers and bratwurst out of the charcoal as the hungry guests lined up to sample his cooking. And they came back for seconds!

And of course there were the streetcar rides. What better way to enjoy a sunny fall afternoon than to ride through the Glen on a full stomach and look at the fall colors at their peak.

Many said it was the best picnic yet. But we'll try to top it next year when we'll have two streetcars at the picnic grounds. We want to thank the many members who helped make this picnic a success.

THE NEW CARBARN

These views of the new 20 ft by 60 ft carbarn taken in early October just before the roof and doors were put on show features of this barn that the original barn does not have such as; 4 feet longer and wider, concrete floor, inspection pit, and service door in rear. (all photos on this page by Loren Martin)



CHSL AND MINNEHAHA OPERATIONS

COMO-HARRIET STREETCAR LINE - Revenue passengers carried in September and October continued at a brisk pace despite uncertain weather at times. We were just 773 passengers shy of the coveted 50,000 mark at the normal end of our operating season on the last weekend of October. But we found enough volunteers to operate No. 1300 the first two weekends in November, weather permitting, to help us reach that lofty goal. As of October 28, the passenger count for the season was up 10,393 or 26.7 percent over last year.

Year-to-date ridership - 1979 and 1978:

	<u>1979</u>	<u>1978</u>
May - August	40780	32921
September	6283	4040
October	2164	1873
Totals*	<u>49227</u>	<u>38834</u>

* Includes charter passengers

MINNEHAHA DEPOT OPERATIONS - The Minnehaha Depot was open on a Sunday afternoon schedule from Memorial Day in May through Labor Day in September. Over 3,000 signed the guest register and browsed through a building bursting with history and nostalgia. A special audio visual presentation of the Depot, "The Princess", will be shown at the December 4 MTM general membership meeting as a remembrance to those who visited and those who staffed the Depot.

A formal year end report will be available at the December 4 meeting.

Mike Buck, Vice President
Vehicle Operations

DST 265 HEAT SOURCE REPLENISHED

In late October the empty cylinder assigned to Duluth-Superior Transit streetcar No. 265 was again refilled with Liquified Petroleum Gas. The 50-lb cylinder takes on 70 lbs of LPG which should last through January if use is begun in November. Phil Epstein and Ray Bensen Sr. have been handling this chore for the past two years following the initial donation of the cylinder and gas contents from Northern Propane Gas Company.

Regardless of winter temperature levels in MTM's Como Shops building, the temperature inside of No. 265 rises to the 60s within an hour with a space heater unit, enabling work to progress in wool shirtsleeve comfort. Exterior work such as underpinnings (air tanks, brake cylinder, compressor, one completed truck, heat and air line piping) and also painting and permanent air-operated doors will be completed before cold weather.

Inside plans for this winter will include installation of 16 short cross seats and four long (peanut row) seats and equipping of front and rear platforms. The second truck will advance to partial completion by the end of the year. After more than five years of really dedicated restoration efforts from a deteriorating shell, No. 265 is again being readied to put forth her best voltage on MTM's one mile of track at Lake Harriet next summer.

Ray Bensen Sr.

BALTIMORE STREETCAR MUSEUM FLOODED

We just received "The Live Wire" newsletter from the Baltimore Streetcar Museum (BSM) and learned that their museum sustained major flood damage from tropical storm David on the night of September 5. Photos in the newsletter only begin to show the terrible damage.

Torrential rains sent water over the banks into the valley where the BSM is located and flooded the large carhouse, visitor's center, substation, and trackage. Water rose to a height of 4 feet within the buildings. The carhouse was filled with several streetcars including a horsecar, Peter Witts, and PCC's. All cars had water within their passenger compartments and all electrical equipment was under water. Picture 4 feet of water at Como Shops lapping at No. 265 and the Triple Combine and you get an idea of the calamity.

Anything that could float - did - including classic horsecar relic No. 129 which floated into the side of another car causing even more damage. The carhouse itself lost two 25-foot sections of masonry wall on one side and sustained severe damage on the remaining wall. The new Visitor's Center and its displays were ruined. Only books on higher shelves escaped.

When the water receded the next morning, mud covered the floors as weeds and other debris clung to the undercarriages of the streetcars. More than 25 members took off work to help clean up the mess. Trucks towed the cars out of the barn to dry out. The carhouse itself had to be secured after its walls washed out. Outside trackage escaped major damage except for some ballast that was washed out.

Maryland Governor Hughes and Baltimore Mayor Schaefer surveyed the damage to this popular museum that same day and were astonished and dismayed. Damage is conservatively estimated at \$250,000. The museum will be inoperable for the indefinite future. We at MTM wish the BSM a speedy recovery in its fund-raising and rebuilding efforts so that the people in Baltimore can soon enjoy their streetcar rides once again.

SURPLUS OF PORTUGUESE TRAMS

In the May-June issue of the Minnegazette, we reported the delivery of a 1926 Lisbon, Portugal narrow gauge 24-passenger, 11-ton, single-truck tram to the Lake Superior Museum of Transportation in Duluth. Car No. 531 was released from an order of nine (Nos. 523-531) destined for Aspen, Colorado. Eight other trams were delivered to Detroit. Aspen now says it only needs four of the little trams and has put the other four up for sale. Duluth has the first option to purchase one or more of the trams and may exercise that option as they expect ridership to exceed their single tram.

It was suggested that MTM might be interested in purchasing one of these trams. However, it would require laying a third rail on the Como-Harriet Streetcar Line (to 2 ft - 11½ in. gauge), which might be a problem at the W. 42nd St. crossing, and certainly at the new car-barn which has its concrete floor and inspection pit already in place.

The first reaction seems to be that MTM will not pursue a tram, especially since Duluth streetcar No. 265 will join No. 1300 in revenue service next summer.

A DOWNTOWN STREETCAR LINE?

The Minneapolis City Council recently proposed a \$20 million facelift for Hennepin Avenue in downtown Minneapolis. It is hoped that this plan would rejuvenate the main entertainment street in Minneapolis, particularly with the large numbers of young people moving into the new high rises being built in the loop area.

Other restoration has already begun. The former Masonic Temple building at 6th & Hennepin recently reopened as the Hennepin Center for the Arts. A new City Center project will border Hennepin from 6th to 7th St.

Major features of the facelift would include wider sidewalks with planters and trees, and sidewalk cafes. Hennepin would become a one-way street northbound. Southbound traffic would use 1st Av. N. which also would become a one-way street. MTC buses, however, would have private curbside lanes in both directions on Hennepin.

The most interesting idea of the plan, and fully supported by Mayor Al Hofstede, is a streetcar line running up Hennepin from Loring Park to the restored "Old Main Street" across the Mississippi River, a distance of 2½ miles, using a couple of restored trolley cars! The plan did not specify who would operate the line or where the restored trolley cars would come from or whether the streetcars would share the bus lanes on Hennepin or run down the centers of Hennepin and 1st Av. N.

If the plan becomes reality and should MTM be successful in its 1-mile western extension to its current 1-mile Como-Harriet Streetcar Line, there would be two streetcar lines operating on 4½ miles of track, giving Minneapolis a rail image once again.

We realize, of course, that trolley lines have been proposed before only to be soon forgotten. But the fact that they keep on being proposed (by groups other than MTM) is an encouraging sign that someone sees a future here for rail transit, even if only as a tourist attraction.

We hope that this trolley proposal succeeds since it is relatively close to - and points toward - Lake Harriet! In hopes that this proposal does not disappear, MTM has sent a letter to 8th Ward Alderman Mark Kaplan, a backer of the "Save the Milwaukee Depot" plan, supporting the Hennepin Av. streetcar line idea and urging him to keep the idea alive. Although no timetable has been set for the project, city planners would like to see the facelift completed by 1982.

In a related note, the Sunday, October 28 Minneapolis Tribune Picture magazine featured a multi-page story on the rejuvenation of Market Street in downtown San Francisco. The Market Street of several years ago was compared to the Hennepin Avenue of today.

Several pictures showed the streetcar line on Market Street with several green and white PCC cars running about, emphasizing the character that they give the street. One picture in particular showed five PCC's in a row virtually bumper-to-bumper. What service!

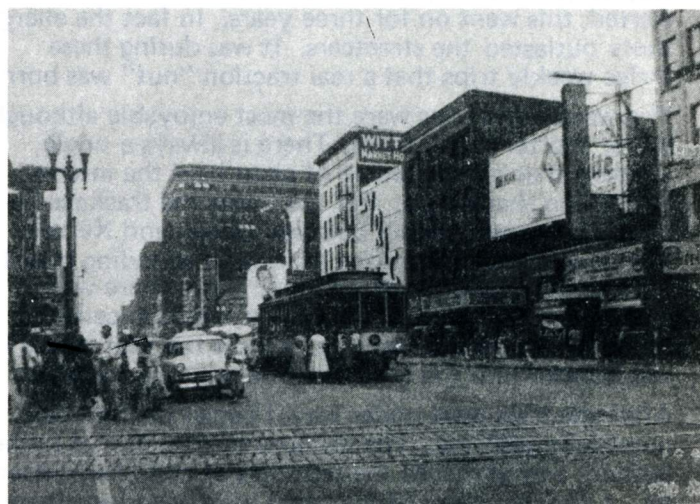
Other pictures showed the cable cars on California St. as well, including the turntable turnaround. That city is on the right track! We hope that this city took note of this timely story.

SPECIAL BIRTHDAY CHARTER

On Sunday, October 21, a special 10:00 am charter run was held to provide a unique birthday celebration for MTM member Bernie Kramlinger. Planned by his wife and MTM member, Doralee, nearly 20 children and grandchildren helped to make a complete surprise out of what was to have been a morning ride through south Minneapolis. MTM members Scott Heiderich, Ken Snyder, and Mike Buck coordinated scheduling and movement of the car.



Bernie (center with cap) aboard birthday charter car No. 1300 with his wife, Doralee (left), and family. (photo by Mike Buck)



TCRT 'Oak-Harriet' car 1775 southbound on Hennepin at 8th St. heading for Lake Harriet Station in 1954. (photo by Fred Rhodes)

ANNUAL DUES PAYMENT TIME COMING

As you all know, our dues system is now based on a dues year of January 1 through December 31 for all members. Dues for 1980 are due March 15, 1980. Please refer to the dues notice enclosure in this Minnegazette for details on payment of your 1980 dues. Perhaps this would also be a good time to look around among your friends and relatives for prospective new members to MTM. We have over 300 current members but we can always use some more . . . whether they are active or just interested supporters. I'm sure if we all just tell one nonmember about the incredible joy we experience attending meetings, running No. 1300, working at the Como-Harriet Streetcar Line, or doing restoration work at the Como Shops; we will double our membership overnight! If you have any questions about dues or membership, please contact me. Thank you.

Scott Heiderich, Membership Secretary
1966 Portland Avenue
St. Paul, MN 55104
1-612-645-3333

III. A GREAT MISTAKE

Note: MTM member Tom Rollo of Milwaukee, Wisconsin wrote us a four-part account of his recollections of TCRT streetcars as seen through the eyes of a young child living near the Como-Harriet streetcar line in the Linden Hills area of Minneapolis from 1951 to 1955 during the final years of streetcar service. Here is Part III of his story as a seven-year-old.

Most parents usually have considerable trouble getting their children into a doctor's office. Mine were no exception, at least until Minneapolis. By the early 1950s medical science had developed a series of injections which, when taken over a period of years, would cure an allergy problem. These shots were administered at a doctor's office in the Rand (now Dain) Tower in downtown Minneapolis and at a clinic on Sunnyside Rd. in suburban Morningside. Wouldn't you know the best way to get to both places was the **Como-Harriet**. Once started, this went on for three years. In fact the allergy shots outlasted the streetcars. It was during these thrice weekly trips that a real traction "nut" was born.

The westbound trips were the most enjoyable although by far shorter than others. There is always a single incident that has caused all of us to have the interest in traction that we do. For me it was the trackage behind St. Thomas School between Upton and Xerxes. The concrete wall provided a splendid sounding board for wonderful sounds of traction. Since there was always a stop at Upton, the wall provided excellent sound of the car accelerating. This is the spot where I was hooked into the great life of a hopeless romantic.

After the trips were under way, I began taking small notebooks with me. The purpose of this, in true railfan fashion, was to record the numbers of cars I had ridden on. Although many of the pages have been lost, there are some interesting things among those pages that survived. Car No. 1496 appeared once and No. 1310 five times; both cars are still in existence. The number that appears most frequently is 1707.

Another number of a car that achieved fame was 1166. I recall this day very well. I walked over from the clinic in Morningside to the loop at 44th & France. There it was, doors closed. The motorman had vanished, I imagine, to telephone into the dispatcher. It had rained very hard while I was in the clinic. The rain streaming down the side of the car had carried rivulets of chalky yellow paint that made a very distinct line on the ground beneath the car. This was a steel-sided car and the bold TCRT logo had a chalky film on it too. It was now that I learned how to manually open the two door leaves by operating the handle on the front of the car. On the ride that followed, I never dreamed I was riding on what was by then TCRT's oldest car.

A short time afterwards, the trackage on France Av. S. was abandoned. This didn't seem too unrealistic since the condition of the pavement was terrible except for one stretch on France between 49th & 51st Sts. This was concrete and in very good condition. The streetcar was replaced by a shuttle bus; always a larger, clumsy Mack. On repeated incidents thereafter, TCRT displayed the streetcar's "inflexibility" in traffic.

The bus laid over at the west end of the loop at the curb alongside the service station on the northeast corner of 44th & France. The bus driver always parked the bus just far enough back so that its rump stuck out into the westbound track. Needless to say, this prevented **Como-Hopkins** cars from passing. If the motorman of this one stopped too far back, he too would block the crossover preventing a **Como-Harriet** car in the loop from starting its journey back downtown. The sight was a disgusting mess. This was by no means an isolated incident. Between the fall of 1952 and the summer of 1954 it happened over and over again. I don't know if this behavior won any followers for the bus movement. It certainly didn't win me, not even at that age.

One other entry in my notebook was particularly amusing. It reads like this; "To St. Paul New L doors." It took some time studying **The Electric Railways of Minnesota** to figure out what it was I had written. This was car No. 299. The trip was on University Av. New meant a PCC. L doors referred to the door operation which unlike the balance of the PCC fleet more closely resembled the articulated maroon and silver units then on permanent service on the elevated through Evanston, Illinois to Wilmett.

Each of us I'm sure have packed away in our memories a favorite ride. I'm no exception. Mine was a complete south side circle and involved the following routes; **Como-Harriet, Selby-Lake, Ft. Snelling-North Washington, Plymouth-E. 25th Street, 38th Street, and Bryant to 54th-Penn,** and finally **Oak-Harriet**. The transfer colors were blue, green, pink, purple, blue, orange, blue in that order.

If the **Selby-Lake** motorman was in a good mood he, when asked, would give you a handful of expired transfers to add to your collection. The **Selby-Lake** cars were the best by far for this since so many routes crossed its path. If you were really lucky you could make the trip on one fare. The transfer privilege was so set up that someone living on any southside location could travel to any other southside location on one fare using downtown and crosstown cars and buses.

The two boxes at the end of the transfer ticket labeled "Issued on Transfer" and "Final Transfer" were the means by which this was carried out. After paying a fare at Lake Harriet the motorman, on request, issued you the blue **Como-Harriet** transfer. At Lake & Girard, the **Selby-Lake** car issued another transfer on being presented the **Como-Harriet** transfer and punched the box labeled "Issued on Transfer".

At Lake & 27th Av. S., the **Ft. Snelling** motorman issued another transfer on being presented with the **Selby-Lake** transfer and since this was punched "Issued on Transfer", now punched the box labeled "Final Transfer". If you were southbound on the **Ft. Snelling** car, all was well and good. The **Ft. Snelling** transfer could be used on the **38th Street** bus and the trip was complete.

I broke the circle at 27th & Lake by traveling north on the **Ft. Snelling** car and then transferring to the **Plymouth-E. 25th St.** car at E. 25th St. & 27th Av. S. The problem here was asking for a transfer and handing the motorman a transfer punched "Final Transfer". Most of the time it didn't work, but occasionally you could get away with it.

There was one ride that will be forever greatest of them all. It was very early in the summer of 1953. I had started taking piano lessons at a studio operated by our friends and landlords at 4039 Sheridan. The studio was at 2116 Lyndale Av. S. After school that day I walked over to Lake Harriet and boarded the **Como-Harriet** at our spot. I rode as far as 22nd & Hennepin and walked over to Lyndale. The lesson was unusually long since I was working on two pieces in a lesson book my instructor bought for me.

After the lesson I thought I'd treat myself to a long ride home by way of Bryant Av., 50th St., and Xerxes. I called home to ask my parents if it was ok. The telephone call was even an experience since at that time the Lowry Hill area of Minneapolis was still served by manual telephones. It was strange asking for WAlnut 9539 instead of dialing it.

I walked down to 24th & Lyndale to get on. This was always safe since the intersection was a transfer point and there were others waiting to get on as well. There were many people waiting for the **Nic-Henn** bus and the **Bryant-Johnson** streetcar.

Before long the tall, noble windows and yellow headlight appeared above the traffic passing through Franklin Av. I mixed into the group and walked out, boarded the car, and took my seat in the usual spot - third seat back on the gate side. Although the **Como-Harriet** was my preferred streetcar line, Bryant Av. S. was by far my favorite streetcar street. There was little auto traffic and very sedate bungalows and duplexes and the block pavement between Lake St. & 50th was absolutely perfect.

When we reached 50th St. I was startled by the fact that the streetcar didn't turn westward as I expected it would but continued south on Bryant. I got up from my seat and walked forward to explain my mistake to the motorman. I lost my balance momentarily as the car turned into the gauntlet. I held onto the brass handle on the edge of the seat until the car came to a stop in the outer leg of the wye at 56th & Bryant.

I explained in embarrassment my mistake and then to have the "continuation" box punched on my transfer so I could get on the **Bryant to 54th-Penn** car at 50th St. The motorman laughed in a kindly way and said he thought that's what happened when you got up and just stood there. He asked me where I was going and I said Lake Harriet. He said that this was his last **Bryant-Johnson** run and he was to finish his shift as an **Oak-Harriet**.

After this I always made it a point to look inside the tray just ahead of the door switches in the standard cars. It was not an uncommon sight to see two or three fresh, unpunched pads of blue **Como-Oak-Harriet** transfers or vice versa; orange **Bryant-Johnson** transfers on **Oak-Harriet** cars. After both lines were converted to bus operation, the practice was continued.

The motorman went through the usual end of the line chores; reading the fare box, disposing of leftover transfers, punching new ones, and walking down the aisle to check for lost articles. After that he got out a crank handle and reset the destination signs for **Oak-Harriet** then disappeared to phone his dispatcher after having backed the car into the other leg of the wye in 56th St.

After he returned we talked for awhile. The company had him scheduled for bus driver training in two weeks since they were to begin converting the streetcars to buses in July. East Mpls. Station wasn't involved yet but it ultimately would be. He checked his watch and we started on our way. Boy did I feel like a big shot. It wasn't many people that got to ride north on Bryant in a streetcar that said **Oak-Harriet** on it. My very own private car from 56th & Bryant to 50th & Penn.

At Penn a woman stood on the northwest corner by the wye waiting for the southbound streetcar that would normally wye there. Since we had arrived from the east, the motorman sounded the gong several times and finally caught her attention. After resetting the manual switch we were on our way.

As the car passed under the Linden Hills bridge, I looked up at the gold leaf numbers over the vestibule arch and opened my music book and wrote the numbers down on the title page. All of this would have been just another streetcar ride.

A little over a year ago, my mother moved into a new apartment and during that move that music book turned up. Had it not been for the piano keyboard on the cover, the bright orange, black, and white colors would have led me to believe it was the annual report of the Illinois Central Gulf Railroad. I paged through it.

Inside was a loose piece of staff paper on which I had practiced making treble clef signs and, oh yes, in the upper right hand corner of the title page were the numbers **1-3-0-0!** This was a truly exceptional ride on a very special streetcar. I don't know if this ride blessed the car in some way. I'd like to think it did. (To be concluded)

BACK COVER

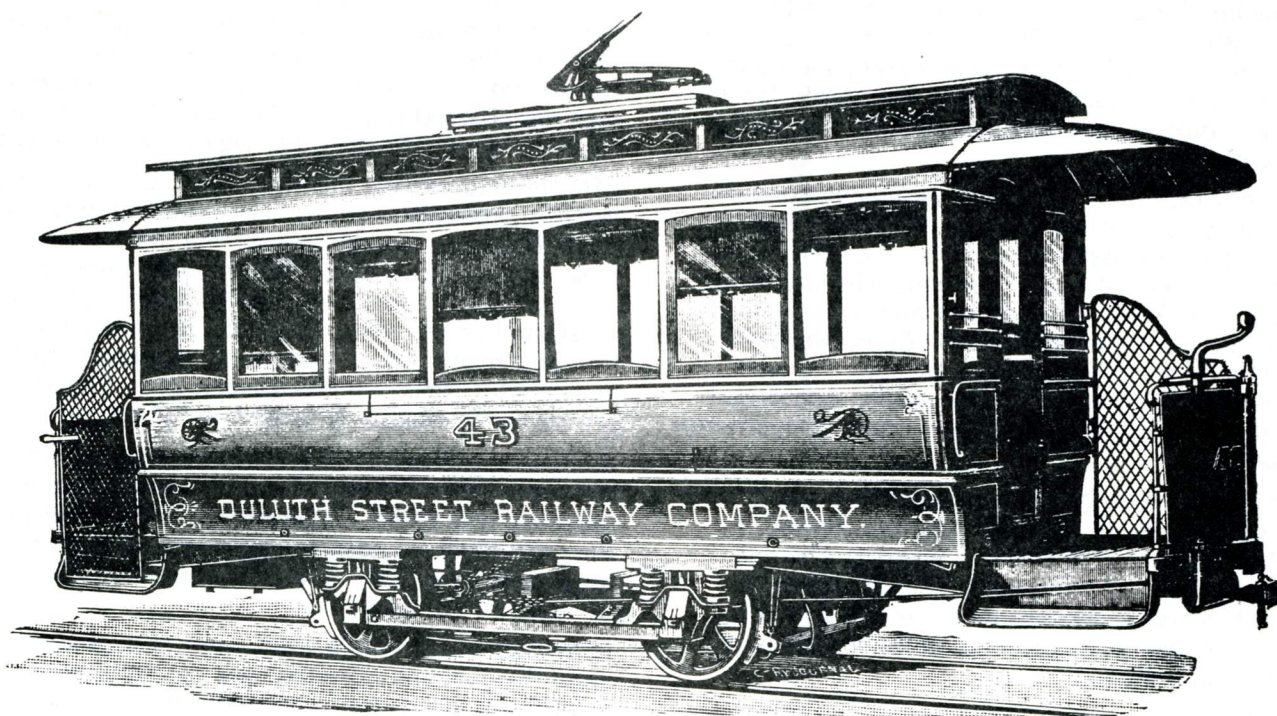
MTM member Bill Cordes supplied us with this reprint of a Laclede Car Company ad from the 1890s. It illustrates DSR No. 43, delivered in 1891. MTM has in the Como Shops, a slightly larger 1893 version of this car, DSR No. 78, in delapidated (but restorable) condition.

476

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MINNESOTA STREETCAR MUSEUM

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www.TrolleyRide.org

August 2021

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